

N° 20,706



A.D. 1914

Date of Application, 8th Oct., 1914

Complete Specification Left, 3rd Apr., 1915—Accepted, 29th July, 1915

PROVISIONAL SPECIFICATION.

Ambulance Side Car.

We, THE NEWCASTLE-UPON-TYNE MOTOR COMPANY LIMITED, South Benwell, Newcastle-upon-Tyne, Automobile Engineers, and THOMAS SANDERSON, St. Thomas Street, Newcastle-upon-Tyne, Coachbuilder, do hereby declare the nature of this invention to be as follows:—

5 The object of our invention is to provide a frame suitable for carrying one or more ambulance stretchers, such frame being also arranged to be attached to a motor cycle.

To attain our object, we provide in the case of a single deck carrier, a rectangular metallic frame of bars or tubes.

10 The longitudinal members of such frame are of suitable length but approximately somewhat longer than an ordinary ambulance stretcher, whilst the cross members are somewhat longer than the width of such stretcher.

At each end of each longitudinal member we provide a C spring the bottom part of which is securely attached to such member, whilst the upper part of such spring is provided with slots or divisions to receive corresponding lugs, legs, or projections of the stretcher.

15 The whole of the frame is braced together, and brackets or stays are provided for attaching to motor cycle.

In the case of a double deck carrier, we provide suitable upright tubes or rods, so arranged that they support an upper frame constructed in the manner as already described.

Suitable metallic lugs, uprights, and attachments may be provided to which a canvas or other covering can be fitted.

Dated this 5th day of October, 1914.

25 T. S. INNES,
Agent for the Applicants,
Prudential Buildings, Mosley Street, Newcastle-upon-Tyne.

COMPLETE SPECIFICATION.

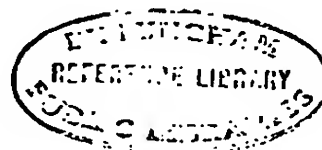
Ambulance Side Car.

30 We, THE NEWCASTLE-UPON-TYNE MOTOR COMPANY LIMITED, South Benwell, Newcastle-upon-Tyne, Automobile Engineers, and THOMAS SANDERSON, St. Thomas Street, Newcastle-upon-Tyne, Coachbuilder, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

35 The object of our invention is to provide a frame suitable for carrying one or more ambulance stretchers, such frame being also arranged to be attached to a motor cycle.

[Price 6d.]

Best Available Copy



Ambulance Side Car.

To attain our object, we provide in the case of a single deck carrier, a rectangular metallic frame of bars or tubes.

The longitudinal members of such frame are of suitable length, but approximately somewhat longer than an ordinary ambulance stretcher, whilst the cross members are somewhat longer than the width of such stretcher.

At each end of each longitudinal member of the frame we provide a "C" shaped spring, the bottom part of which is securely attached to such member, whilst the upper part of each spring is provided with holes or slots to which the ambulance stretcher can be attached.

The construction of the complete chassis of the ambulance side car is of steel or other metallic tubes and/or bars with lugs and brazed or screwed joints, and is provided with fitments for attaching such frame to a motor cycle.

On the outer side of such frame provision is made for a short axle as shown in Figs. 2 and 3, reference letter "N", one end of such axle is attached to the frame, whilst on the other portion of such axle revolves the side car wheel "E" of Fig. 1.

In the case of a double deck carrier, we provide suitable upright tubes or rods, so arranged that they support an upper frame constructed in the manner as already described, and also provided with "C" shaped springs.

To illustrate our invention we furnish the following drawings:—

Fig. 1, represents a side view of a double-decked ambulance side car, "A" being the longitudinal tubes or rods, "B" being the cross and side tubes or rods, "A" and "B" therefore constitute the chassis frame, "C" being the top and bottom "C" springs, "D" is the mud guard, "E" is the complete wire wheel which revolves on the axle of the side car chassis, and is detachable, "F" shows in the case of a double-decked side car the top spring stretcher supports, "G" shows bottom spring stretcher supports, "H" shows the top spring "U" or attachment bolts and plates, "I" shows the bottom spring underslung bolt clips.

Fig. 2, represents a plan of Fig. 1, of the ambulance side car, "J", "K", "L", "M", these reference letters represent the side car attachments. The attachments couple the chassis to the motor cycle, they are detachable, and are fitted through lugs on the frame held with compression clips or yoke ends and bolts, "N" shows the short axle fitted on to the outer side of the ambulance side car, and on which the side car wheel revolves.

As regards the bearer plates "F" which connect the upper springs "C", these are provided with slotted holes to harmonise with the feet or projections of the stretchers to be laid upon them. Both these bearer plates are detachable, or detachable at one side and allowed to swing parallel with the "C" springs. The object of this is to enable the carriers of a stretcher intended to be laid upon the bearers "G" Fig. 1, to enter the chassis from either end and to deposit the stretcher on the bearers "G" Fig. 1, "B" shows the cross and side tubes or rods.

To minimise any jolting of the apparatus over rough roads, rubber buffers are placed on the upper side of all bearer bars near the slotted holes, and are as shown by letter "P". Letter "O" shows the slotted holes in the upper bearer bars.

Fig. 3 is a sectional view of Fig. 1, at line "D" and "E"; reference letter "N" of Fig. 3, shows the axle at the outer side of the ambulance side car frame, and on which the side car wheel revolves.

Having now particularly described and ascertained the nature of our said invention, and in what manner the same is to be performed, we declare that what we claim is:—

An ambulance side car, either single-decked or double-decked, constructed and arranged so as to carry either one or more ambulance stretchers, such

Ambulance Side Car.

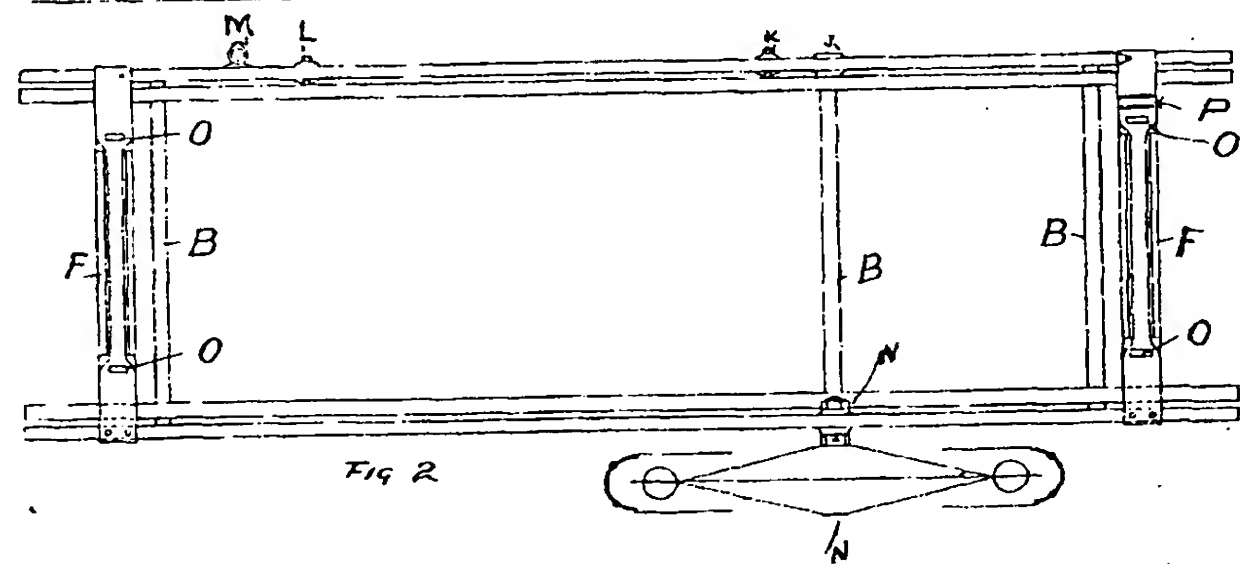
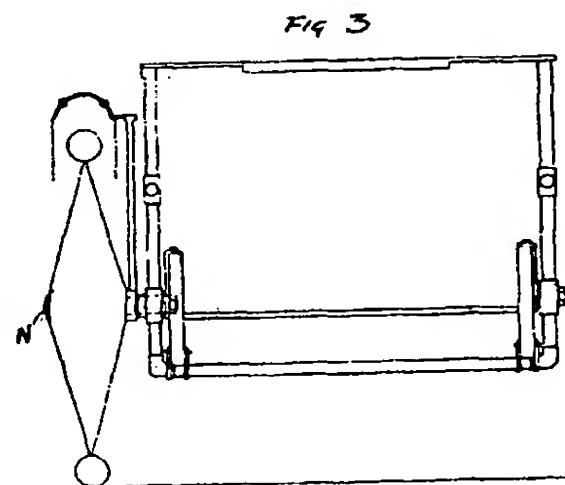
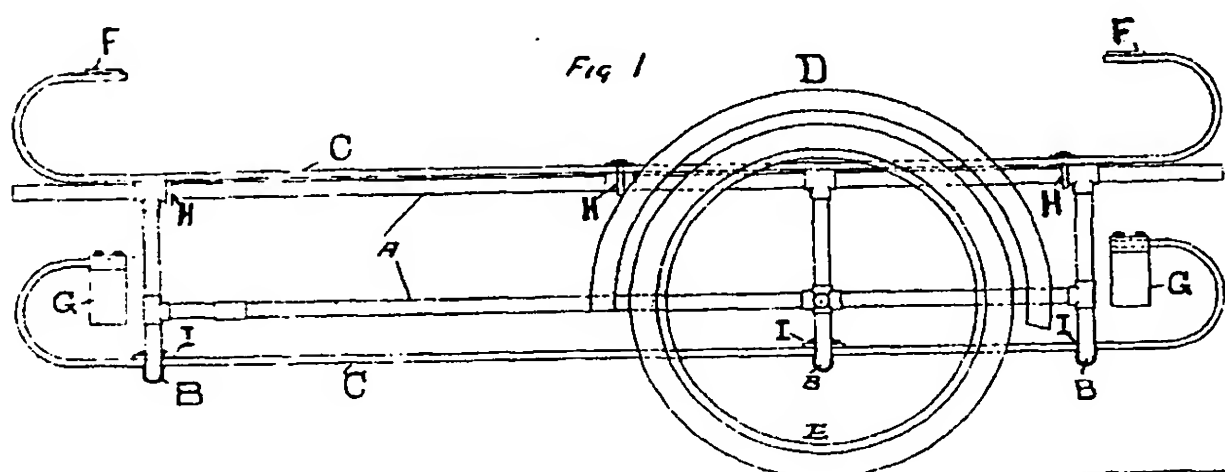
5 ambulance side car comprising one or more rectangular frames of bars or tubes or bars and tubes, with cross members, uprights, fittings, and attachments, with connections and brazed or screwed joints, and such ambulance side car being attached by means of brackets, stays, bolts, or in any other suitable way to a motor cycle, and on the outer side of the frame being provided with a short axle upon which revolves the side car wheel. All as more particularly described in the specification, and as illustrated in the accompanying drawings.

Dated this 1st day of April, 1915.

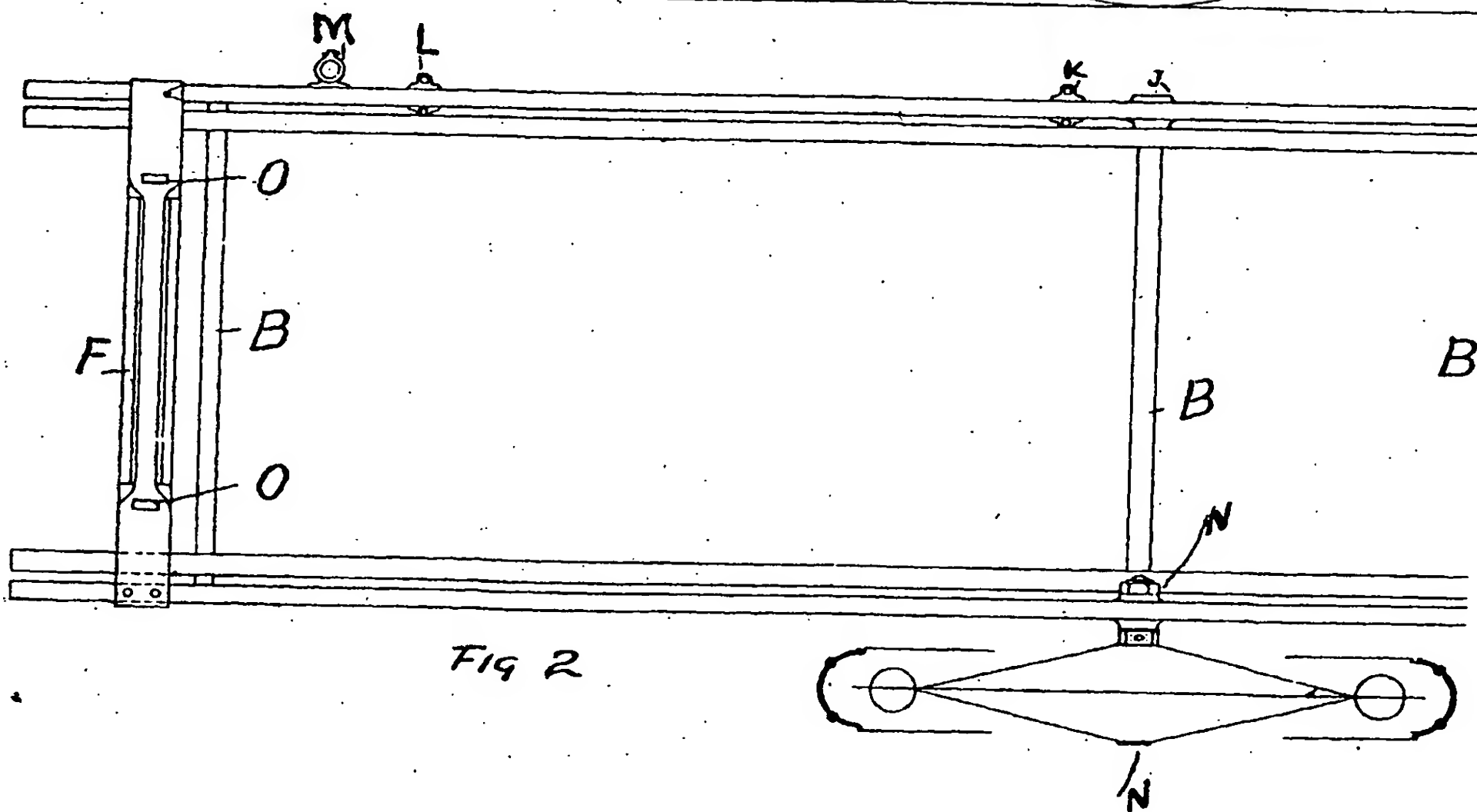
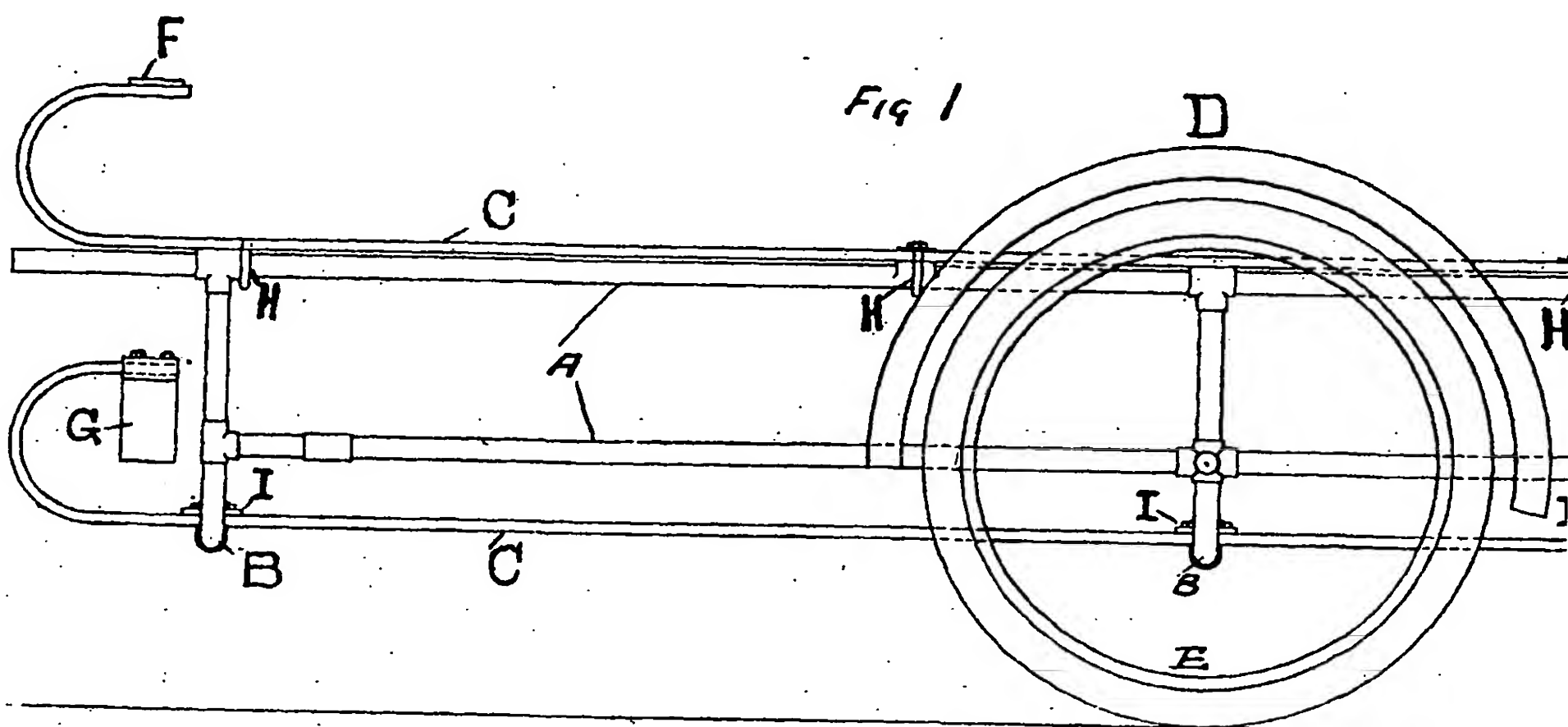
10

T. S. INNES,
Agent for the Applicants,
Prudential Buildings, Mosley Street, Newcastle-upon-Tyne.

Redhill: Printed for His Majesty's Stationery Office, by Love & Malcomson, Ltd.—1915.



[This Drawing is a reproduction of the original on a reduced scale.]



This Drawing is reproduction of the Original on a reduced scale.

Fig 3

